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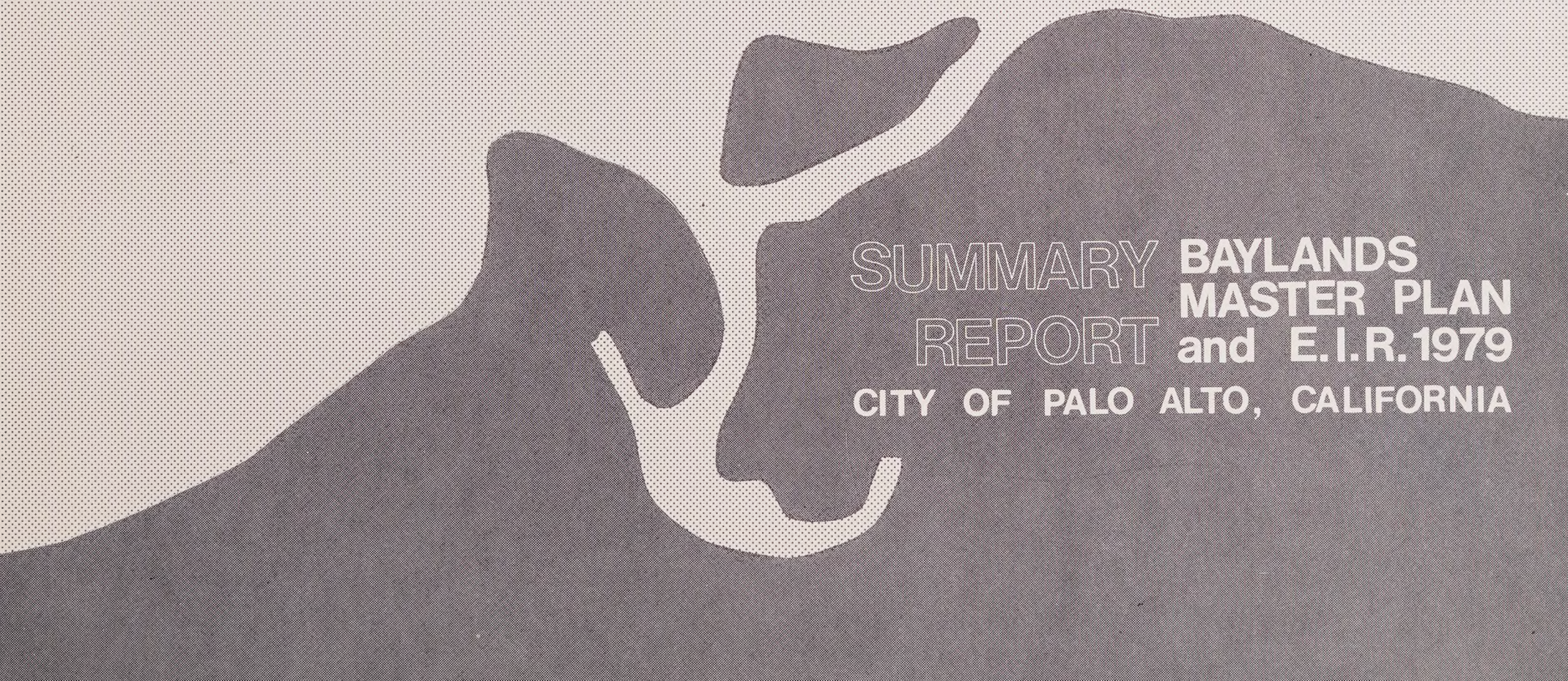
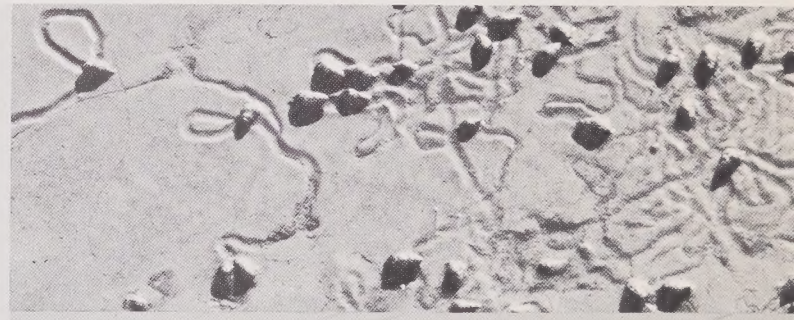


SUMMARY REPORT BAYLANDS MASTER PLAN and E.I.R. 1979

CITY OF PALO ALTO, CALIFORNIA



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& DEVELOPMENT COMMISSION

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summary

• In the Palo Alto Baylands, a unique and irreplaceable resource, the City of Palo Alto is balancing ecological preservation with continued commercial and recreational use of the land.

This is accomplished through a long-term investment in management, planned improvement, and controlled growth.

The Baylands Master Plan is a far-seeing document. Most of the major changes will not be realities for 15 to 20 years.

A 146-acre pastoral park will emerge from the barren, ugly landfill at the Refuse Disposal Area. An aquatic park will replace the Yacht Harbor. Municipal Airport expansion will slow significantly. The City recommends that the long-planned South Bay Discharger not be built.

The Master Plan also provides a guide and framework for future proposals and development in the Baylands.

A major goal of the Master Plan is a unification of the Baylands. The site is now divided into natural areas, the harbor, airport, golf course, the former International Telephone and Telegraph Company property, and landfill.

Baylands planning had been done piecemeal before this report, without considering the area as an integrated whole.

The City's Comprehensive Plan, adopted in 1976, established planning guidelines, especially for the urban core and foothills. The Baylands Master Plan focuses on one of the key areas in the City still to require comprehensive planning.

A new awareness of the ecological value of baylands, mudflats, and marshlands arose in the 1960s. Palo Alto specified in 1965 that its parks were to be used for conservation and recreation.

Plans for the Baylands advocated development up until 1974, then they changed dramatically. Santa Clara County's plans for a shoreline park have been dropped; expansion and upgrading of the harbor has been held to a minimum.

WHY A BAYLANDS MASTER PLAN?

The Baylands Master Plan was drawn up for two reasons.

The first was to meet the requirements of the California Bay Conservation and Development Commission. The last dredging of the Palo Alto Yacht Harbor required a BCDC permit that stipulated that further development and maintenance dredging could be considered only after the City and County completed a comprehensive recreational plan and found a suitable way to dispose of the dredged mud, called "spoils."

The second was to serve as a comprehensive guide to future conservation and improvements in the entire Baylands.

The Master Plan presents concepts for the Baylands. More detailed design studies are needed to carry out each element of the plan.

OVERALL ENVIRONMENTAL QUALITY POLICIES

Policies concerning the overall environmental quality of the Baylands fall into four categories—the future of the landfill and the marshes, wildlife, access and traffic, and the future of the urbanized area.

The landfill will ultimately become an environmental asset and a continuation of the natural open space as it is converted into a pastoral park. The marshes will be kept open to the Bay along the entire shoreline.

Wildlife will be protected by prohibiting human access to Hooks Island, by management of the flood basin to protect the duck-breeding area with a vegetation buffer and to control the high-tide bird refuge, and by providing adequate food and cover where natural vegetation is deficient. Other wildlife protection measures include using the flood basin only in certain seasons to protect the waterfowl and shorebird refuge area, and restoring the diversity of plants and animals to disturbed upland sites.

Automobile traffic will be reduced in the Baylands while bicycle and pedestrian activities will be expanded. Storage and parking of vehicles will be restricted. Other access and traffic policies include controlling entry to the environmentally sensitive marshlands and upland meadow habitat, and upgrading the Pacific Gas & Electric Company boardwalk for safer use by pedestrians.

The urbanized Embarcadero Road corridor's relationship to the open land will be recognized and maintained, but no more urban intrusion will be allowed.

BAYLANDS INTERIM AND FORECAST PLANS

INTERIM PLAN: Mud will be dredged from the yacht harbor and processed in dewatering ponds on the former ITT property. As portions of the landfill receive their final cover, they can be opened as parkland in a phased operation.

FORECAST PLAN: This will be achieved when the landfill is converted into a pastoral park. The buildings and berths will be removed from around the harbor and that area will be converted into an aquatic park. These two park elements will be connected by a pedestrian promenade that roughly follows the harbor shoreline. The former ITT property will be restored to marsh lands and connected to the other natural areas of the Baylands.

AREAS OF LITTLE CHANGE

There are many areas in the Baylands that will be changed very little, if at all.

The Lucy Evans Baylands Nature Interpretive Center will continue its present activities, as will the Athletic Center.

Also continuing present operations are the Municipal Service Center and Animal Services. Landscaping will be added between the MSC and the landfill. The Municipal Golf Course will also go on operating and will proceed with its renovation program.

The Regional Water Quality Control Plant's advanced waste water treatment improvements will continue. Palo Alto recommends that the Santa Clara Valley Water District's flood protection project proceed, subject to final plan approval by the City. The City also recommends that the proposed salt-water levee not be constructed.

Also remaining much the same are the duck pond and lagoon, which will be landscaped.

The Los Altos Sewer Plant site will be kept in parkland as shown in the Comprehensive Plan.

Only a few changes are planned for the natural area. They include approved flood basin levee and flood wall construction and trails. A management plan that takes these changes into account will be developed by a citizens' advisory committee working with City staff.

ELEMENTS OF THE BAYLANDS

The Baylands consist of an urbanized core of about 200 acres surrounded by 1,700-acre John Fletcher Byxbee Park. Most of the acreage is owned by the City and zoned for public facilities.

The urban area includes the Palo Alto Municipal Airport, the Regional Water Quality Control Plant, the Municipal Service Center, Animal Services, and privately owned lands.

Business and industry is concentrated along Embarcadero Road and East Bayshore Road. These include a major automobile dealership, restaurants, office buildings, and other light industry.

The landfill, Yacht Harbor, duck pond, lagoon, the natural unit and marsh preserve, Athletic Center, and Municipal Golf Course are included in Byxbee Park. The former ITT property is dedicated as open space.

The park is mostly marshes and open land that extend to the edge of San Francisco Bay. It is bounded on the north by San Francisquito Creek and on the south by Charleston Slough.

The land is open, spacious, and horizontal, with nothing between the planes of ground, water, and sky except for the landfill in the center portion.

Wildlife is conspicuous in the grass-covered marshes and along the watercourses.

Intensive structured recreation is carried on only in the center of Byxbee Park, where it is the least destructive to wildlife habitats. The shoreline and the Bay are the major features of interest. This makes it possible to have a goal of recreation in harmony with resource preservation.

REGIONAL LOCATION

The Baylands are located at the northern end of the Santa Clara Valley and at the southern end of San Francisco Bay. They are about three miles long and a mile and a half wide.

Most of the Baylands are in Santa Clara County, with a small portion in southeastern San Mateo County. San Francisco is 35 miles north and San Jose is about 15 miles south.

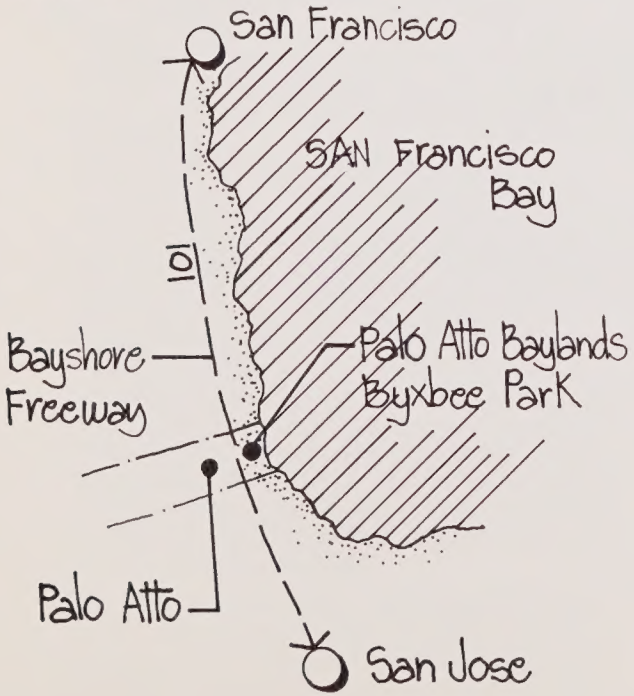
HISTORY

City planning for the Baylands began in about 1923 when city engineer John Fletcher Byxbee drew up an elaborate development plan.

Before Byxbee's plan, the Baylands had been a source of food for early settlers and Native Americans. Local produce was shipped in the 1870s to markets in San Francisco from a wharf.

The yacht harbor was dredged, the duck pond, then a swimming pool, and lagoon were constructed in the early 1930s, with the dredge spoils used to reclaim the adjacent marshland.

The airport and sewage treatment plant were built in 1934.



WILDLIFE IN THE BAYLANDS

The Baylands are one of the most significant areas of native marsh vegetation, endangered species habitats, and habitat for waterfowl and shorebirds in the South Bay.

Because the Baylands are large, much of the marsh is undisturbed, and there are many types of habitat, the area can provide a complete food web.

The salt marsh harvest mouse and the California clapper rail, both on the federal endangered species list, are permanent Baylands residents. Visiting

HOW THE MASTER PLAN CAME ABOUT

The study that resulted in the Baylands Master Plan began in 1976 with the evaluation of specific alternatives for various areas in the Baylands followed by a report on which alternatives were chosen.

The consultant team had met several times with a technical advisory committee composed of representatives from government agencies which had jurisdiction or regulatory authority over the Baylands.

An extensive community participation program was an important element of the study. Citizen workshops, public workshops, public hearings, and personal interviews with interested citizens brought in a great deal of valuable information and opinion.

Public hearings were held before the Planning Commission in early 1977. The Planning Commission then presented its recommendations to the City Council for review.

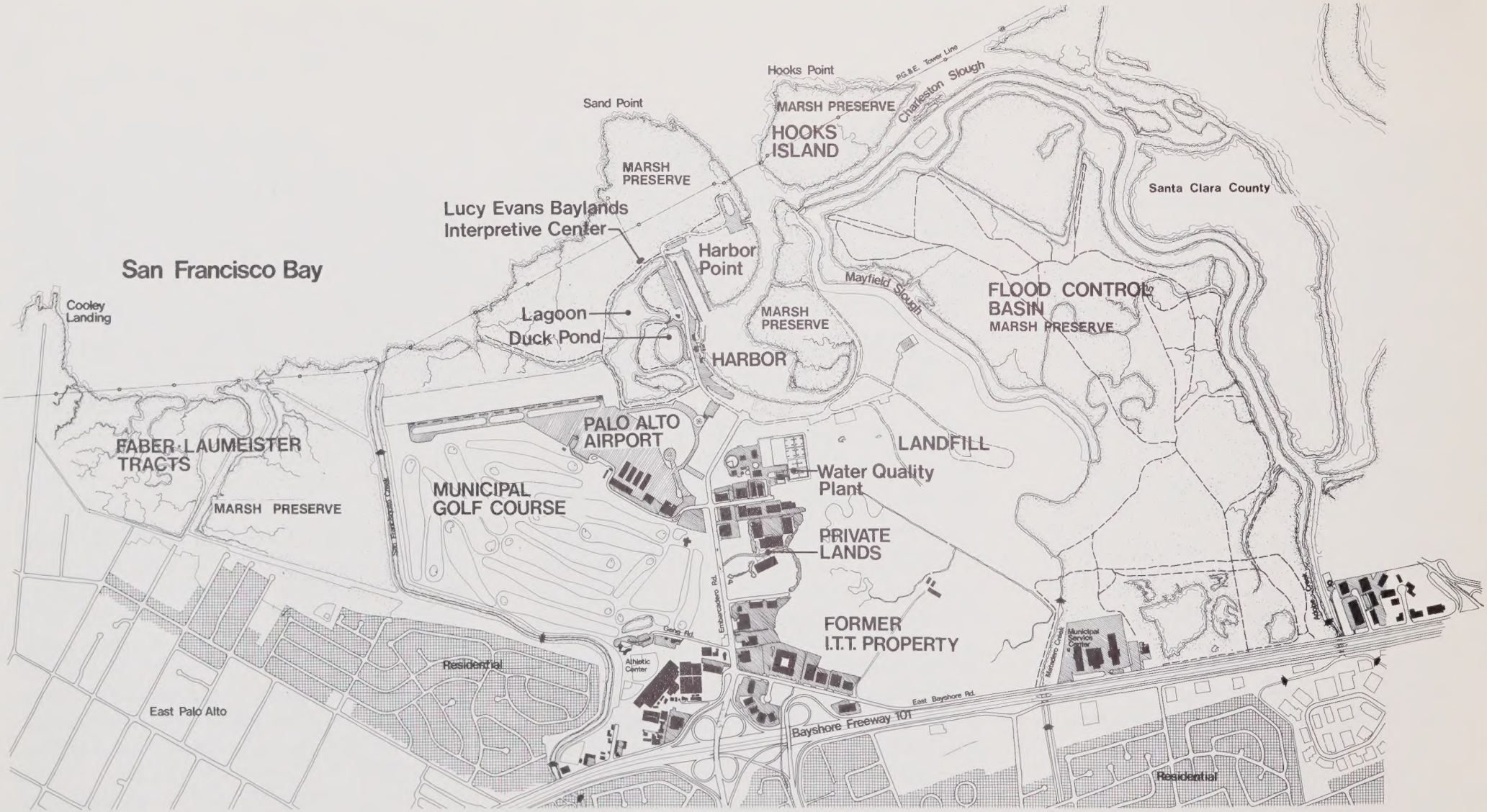
During City Council review, Cooper-Clark Associates began a study of alternatives for closing the landfill. The City was negotiating to buy the 154-acre ITT property at the same time.

The draft Master Plan and Environmental Impact Report was presented on July 19,78 to the Planning Commission.

The City Council approved the Baylands Master Plan on October 11, 1978.

HOW THE VARIOUS REPORTS RELATE

This report is a summary of the **Baylands Master Plan and Environmental Impact Report.** The parts of that report that discuss alternative landfill closure plans were based on technical information in the report titled **Comparison of Alternative Closure Plans for the City of Palo Alto's Sanitary Landfill, Cooper-Clark and Associates, 1978.**



BYXBEE PARK 1700 acres

- MUNICIPAL GOLF COURSE
- ATHLETIC CENTER
- SAND POINT AREA
- HARBOR
- LAGOON & DUCK
- HOOKS ISLAND
- LANDFILL
- FLOOD CONTROL BASIN

CURRENT LAND-USE

0 100 400ft 1/4mile

16 9 4 1 ACRES

A. Overall Environmental Quality of Baylands

1. Control access to environmentally sensitive marshland and upland meadow habitat.
2. Prohibit access to Hooks Island.
3. Upgrade the PG&E boardwalk for safer pedestrian use.
4. Keep marshes open to the Bay along the entire shoreline.
5. Protect the duck-breeding area with a vegetation buffer and control the high-tide bird refuge in the flood basin.
6. Use the flood basin only in certain seasons to protect the waterfowl and shorebird refuge area.
7. Restore the diversity of plants and animals to disturbed upland sites.
8. Be sure there is enough native food and cover for wildlife.
9. Expand bicycle and pedestrian activities while reducing vehicle traffic in the Baylands as far as possible.
10. Recognize and maintain the relationship between the urbanized Embarcadero Road corridor in the northwest and the remaining recreation-oriented three-quarters. Allow no more urban intrusion.
11. Restrict storage and parking of vehicles in the Baylands.
12. See that the disposal area ultimately becomes an environmental asset and a continuation of the natural green space.

B. Flood Protection

1. Background
   The flood protection project proposed by the Santa Clara Valley Water District for Barron, Matadero, and Adobe Creeks has received initial approval of the County and the City and was in its final pre-construction stages in early 1979. The project consists of a flood wall along East Bayshore Frontage Road and a flood levee continuing behind the Municipal Service Center and along Matadero Creek to the refuse disposal area.

   There is concern about salt-water flooding, particularly in the urban areas of the City. However, it is believed that the levee design proposed in the "Baylands Saltwater Flood Control Planning Study" completed in 1973 does not adequately identify the adverse effects and ways to lessen their severity. It also appears that the proposed levee cross-sections were based on the most unfavorable site conditions which resulted in maximum heights and widths.

2. Recommendations
   Recommend that the Santa Clara Valley Water District flood basin project to protect Barron, Matadero, and Adobe Creeks proceed as proposed, subject to final plan review by the City.
   Take no position on the salt-water levee until the San Francisco Bay Shoreline Study is reviewed. The levee should be built as low as possible to prevent frequent flooding, so that its visual and ecological effects will be reduced.
3. Flood Protection Measures
   a. Coordinate any flood protection on San Francisquito Creek with East Palo Alto and San Mateo County.
   b. Do not allow new levee construction to intrude on any marsh or wetlands.

C. Flood Basin Access.

1. Permit access to the flood basin for orgaganized and supervised dog training programs in specified areas with enough controls to protect other visitors and wildlife.
2. Restrict access to protect breeding species and their habitat and to preserve and enhance flood basin wildlife and vegetation.
3. Use of the flood basin would be compatible if
   a. access were closed or substantially restricted during the breeding season, approximately March 30 to June 30;
   b. access to some areas were restricted during the hunting season, specifically including the fresh-water/brackish-water pond area;
   c. access were limited to existing trails and those above the high-water line with the proposed flood plain mitigation project. A continuing survey should be started to establish the most productive and critical wildlife areas in the flood basin. If necessary, access to trails that cross or are next to sensitive areas should be closed or regulated;
   d. most uses, including bicycle trails, were limited and encouraged only along the perimeter levees of the flood basin;
   e. a portion or portions of the flood basin were closed to unguided access and reserved for occasional educational use under supervision.

D. Embarcadero Road

1. Consider a two-lane road from the airport airport entrance toward the Bay when Embarcadero Road is rebuilt.
2. Use the excess right-of-way for trails and landscaping to improve the entrance to the Baylands.
3. Provide adequate turning lanes, no parking areas, and whatever else is appropriate to the continued flow of traffic.
4. Run the utilities in the Baylands underground when Embarcadero Road is rebuilt.

E. Bike Paths and Trails

1. Integrate the City's bike path and trail system with auto and public transit facilities to make free and easy movement possible through the Baylands and to connect with regional systems to the south, west, and north.
2. Provide safe bicycle storage in the Baylands at appropriate places.
3. Improve, protect, and maintain the existing nature trails.

F. Privately Owned Lands

Be sure any future development is consistent with the Comprehensive Plan and continues to receive extensive design review.

G. Baylands Interpretive Center

Continue present operations at the Interpretive Center.

H. Athletic Center

Continue current activities at the Athletic Center and go on with efforts to reduce the external glare of night lighting.

I. Regional Water Quality Control Plant and South Bay Discharger

Proceed with the advanced waste treatment improvements to the Regional Water Quality Control Plant. Recommend that the South Bay Discharger Pipeline not be constructed.

J. Duck Pond and Lagoon

These will stay the same except for the approved landscaping plan, which provides for development of a green park-like treatment between the duck pond, road, and Harbor with some parking to remain for those unable to walk from remote lots.

K. Municipal Service Center and Animal Services

Continue current operation of the Municipal Service Center and Animal Services and add screen landscaping between the MSC and the future landfill area park.

L. Los Altos Sewer Plant

Keep the Los Altos Sewer Plant site in parkland as shown in the Comprehensive Plan.

M. Airport

1. In general, make no changes in the airport activities that will increase the intensity of airport use or will significantly intrude into open space. The safety hazards and environmental hazards of the second runway make it necessary that the City re-evaluate the effect of such a facility and renegotiate the County lease as appropriate.
2. Provide a strip of planting, consistent with existing development and in character with the Water Quality Control Plant across the road, at the airport from its entrance east along Embarcadero Road to its junction with the shoreline road.

Also:

a. Do not construct the second runway. Plant indigenous grasses on the existing pad and leave as open space.
b. Proceed with construction of Fixed Base Operator #2, another service area for aircraft.
c. Delete Fixed Base Operator #3 from the Airport Master Plan.
d. Relocate the terminal.

N. Landfill Area—15-20 Year Grading Plan

The adopted grading plan is based on closing the landfill as soon as possible and no later than 15 to 20 years, consistent with the development of alternative disposal and resource recovery methods at the most affordable costs. The 15-20 year grading plan is intended to provide passive upland meadow recreation and meet Regional Water Quality Control Board requirements.

The "hill and valley" concept will present a sequence of unique spatial experiences for people passing through the area and for others looking at it from outside. The two offset upland meadow bowls provide enclosed open space for passive recreation as well as panoramic views of the surrounding marshlands and the South Bay. This plan protects visitors from stiff Bay winds and screens undesirable views with its sculpture ed earth forms and plantings. Picnic areas and an environmental sculpture garden could be included. The textures and colors of the surrounding marsh area will carpet the park. The walkways in the park will double as drainage channels to reduce the vertical slope requirements. Maximum elevation will be 44 feet. Cover material will come from dredge spoils and imported material.

O. Former ITT Property

1. Interim Operational Plan

Use dredge spoils from the yacht harbor for landfill cover. Convert a 30-acre parcel in the northwest corner of the former ITT property to three dewatering ponds to process the dredged material into fill or topsoil. During the process, the spoils will be pumped to one pond at a time to a depth of four feet and allowed to settle for at least five days. The water will then be drained and pumped back to the yacht harbor.

To convert the spoils to topsoil for landscape use, the same procedure will be followed but, before drying, organic material such as grass and leaves equal to three percent of the volume will be added to the pond along with powdered gypsum at the rate of 10 tons per acre. Treated waste will be pumped from the Regional Water Quality Control Plant to the ponds to a depth of one foot. After four to six weeks, the water will be drained and the ponds dried. A second wash with treated waste water or fresh water may be necessary. After that the pond will be dried and the material used. This procedure removes the sodium salts and converts the iron sulfide to sulfate, making the soil useful for landscape purposes.

Also:

a. Flood the dewatering ponds when not in use to create reflecting ponds and wildlife areas.
b. Clean up all areas outside the dewatering pond and antenna field.
c. Use earth forms and vegetation that can serve as food for wildlife to soften the geometric form of the floodwall on the south side along Matadero Creek.
d. Keep the rest of the site the way it is, except where otherwise recommended.

2. Forecast Plan

The forecast plan represents what the former ITT property could be after dewatering operations stop and the ITT antenna lease ends. It could be opened to the tides and allowed to revert to a salt marsh.

It may be possible, using a tide gate, to open the site to partial tidal circulation from the harbor and to create fresh-water circulation at the opposite end. This could create a situation similar to that in the flood basin.

Also:

a. Remove dewatering ponds and the antenna field and replace with marshlands.
b. Incorporate this area into Byxbee Park if there is a 30-acre parcel located in the northwest corner for dewatering ponds as called for in the Interim Operational Plan.

P. Yacht Harbor Area

1. Interim Plan
   Dredging and operation of the Harbor will go on, but no new berths will be built. Between 66,000 and 80,000 cubic yards of dredged spoil will be removed each year in three separate operations of about two weeks each.

Also:

a. Reclaim the area north of Harbor Point, referred to as Mundy Marsh, as a marshland.
b. Enclose the parking areas with earth forms to screen them from surrounding areas.
c. Reclaim a section of marsh at Harbor Point as the stockpile of dredge spoil is removed or reshaped.
d. Develop a salt marsh demonstration garden for intrepretive use.
e. Clean up the building area and define existing areas more clearly; build better storage facilities.
f. Remove all utility poles.
g. Provide a public hoist and auxiliary facilities in the inner Harbor.
h. Install an access control gate at the south end of the tide gate overpass.

2. Forecast Plan
   If the dredging of the Harbor is stopped, it will silt up and will again become a salt marsh. The area will return to a relatively natural state. It is uncertain how long it will take for the yacht harbor to build up enough silt naturally to hold plants. It will take many years for plants to start to grow throughout the entire area and it is possible at the center of the South Arm will never fill in without human intervention. The harbor will revert to salt marsh much more quickly if helped by a carefully planned filling program. Low, temporary dikes will be built where required around the harbor and the area then hydraulically filled by dredging from the entrance channel or other area. More than one dredging cycle may be necessary to raise the ground to the desired level in the harbor area.

Also:

a. Remove the yacht club and berths.
b. Remove the buildings except for the harbor master's cottage and the restrooms.

Q. Natural Unit — Marsh preserve, Faber and Laumeister Tracts, Sand Point area, Hooks Island, Inner Harbor Marsh, Flood Basin
Because of the high biological value of these areas, only a few changes are proposed. They include the proposed landscaping of the duck pond, the approved levee and flood wall construction in the flood basin, and proposed trails described in the Access and Circulation section. Develop a management plan for these areas as these changes require.

R. Municipal Golf Course
Continue its present use, incorporating the approved renovation program.

S. Access and Circulation

1. Regional bike trail route location
   The regional bike trail route will create a continuous off-road bike path system from Mountain View in the south to the north portion of the area, towards Cooley Landing.

Proposed Improvements:

a. Paved bike path.
b. Bridge extension at Adobe Creek and Matadero Creek.
c. Pedestrian-bike bridge on San Francisquito Creek.
d. Access control fence along north side of golf course.

2. Harbor—Interim Plan
   a. Transit
      Design a circulation plan for the north basin parking lot to include a transit stop and turnaround.
   b. Parking
      1. Provide for safe pedestrian and bicycle access around and through the area from the end of Embarcadero to the the Interpretive Center.
      2. Improve the function and appearance of the north parking area.
      3. Lower the parking lot at the end of the north berthing area to the height of the road when the lot is resurfaced.
   c. Pedestrian and Bicycle
      1. Provide for separate pedestrian, bicycle, and vehicle systems where possible.
      2. Potential routes on land except where necessary to connect with existing systems.
3. Harbor—Forecast Plan
   a. Vehicular
      Encourage limited access.
   b. Transit
      Make it easier for people to use transit systems.
   c. Pedestrian and Bicycle
      Carry out the Forecast Plan for Yacht Harbor Point.
4. ITT Property—Interim and Forecast Plan
   a. Vehicular
      Consolidate access roads for levee maintenance, dewatering ponds, antenna field, and injection wells, and limit them to official maintenance workers.
   b. Pedestrian and Bicycle
      1. Use the maintenance roads for pedestrians and bicycles.
      2. Provide for access to the regional trail system from the pedestrian bridge over the Bayshore Freeway.
      3. Provide access from the public easement to Byxbee Park along the south side parallel to the urbanized area.
      4. Maintain access along the Matadero Creek Levee.
5. Embarcadero Corridor
   a. Vehicular
      1. Conduct a detailed traffic study of circulation along Embarcadero Road from the Bayshore Freeway overpass to the intersection of East Bayshore Frontage Road to reduce conflicts between vehicles and non-vehicular traffic and to encourage the separation of pedestrians and bicycles.
      2. Delete and reroute the landfill serice road on the north side of the treatment plant to Embarcadero Way.

3. Extend Embarcadero Way from its present end to the landfill operation. This road will lead to parking lots near the recreational area.

b. Transit—Internal
Provide for transit destination points and connect them to existing and future pedestrian and bike systems.

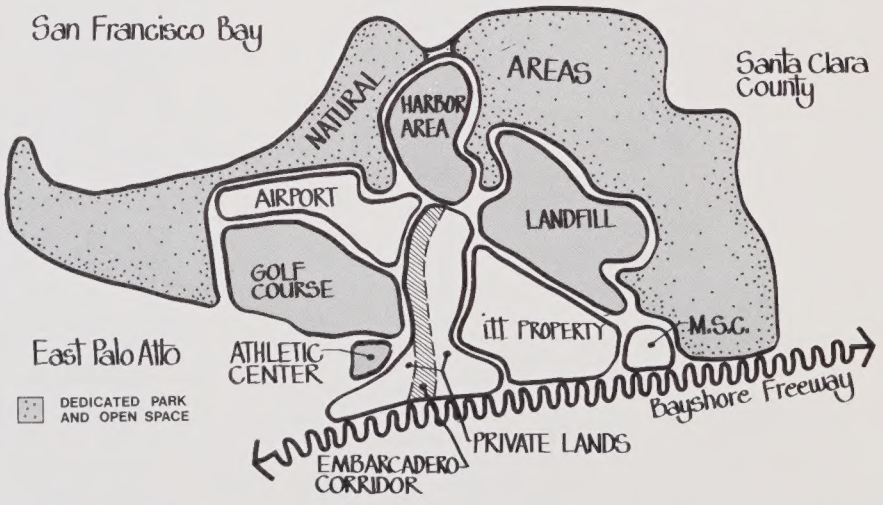
c. Supply about 100 more parking spaces to service the park. They should blend into the Baylands without major visual intrusion.

d. Pedestrian and Bike
Provide separate pedestrian and bike paths away from vehicle traffic wherever possible and connect the existing segment of bike path to the regional bike system.

e. General Area
Improve the public easement between the industrial and research area on the north side of East Bayshore Frontage Road with landscaping, pavement, and signs. The signs should be part of a total system. Create a "gateway" feeling for Byxbee Park at the intersection of Embarcadero Road and the airport.

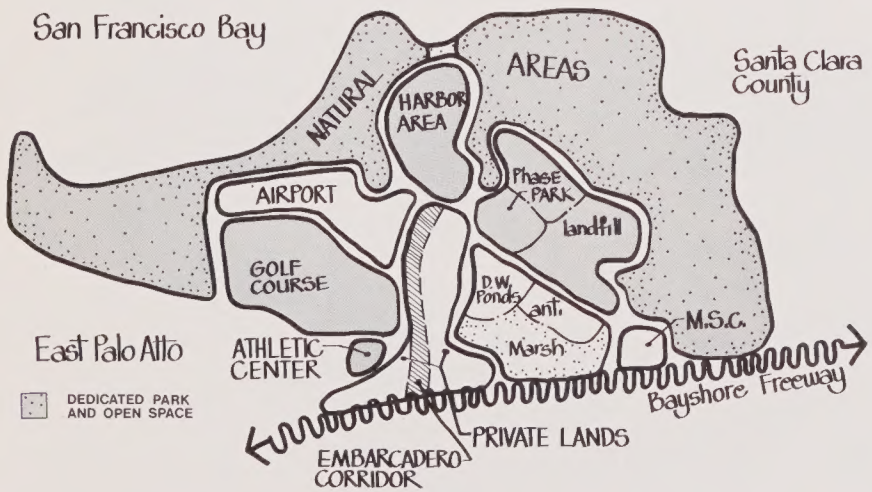
T. Other Recommendations

1. Provide screen planting along the southerly urbanized edge of the private property facing the former ITT property.
2. Supply park-quality signs for the interpretive center, duck pond, yacht harbor, refuse area, and recycling center at the park entrance.
3. Install park-quality lighting from Embarcadero Way toward the Bay.
4. Eliminate telephone and electric wires and poles from the Baylands by using radio communications or running utilities underground.
5. Open up the old channel to serve the shallow pond area called Mundy Marsh.

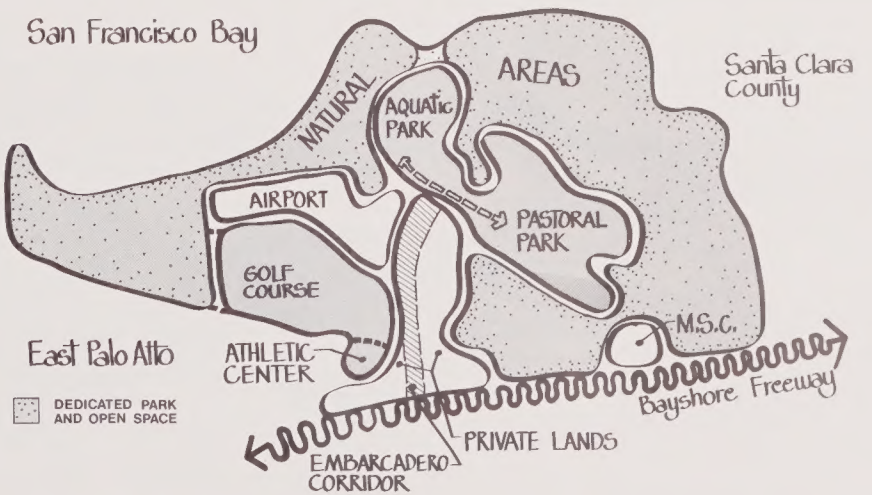


Master Plan Concept —
Existing Land Use

conceptual sequences of land-use



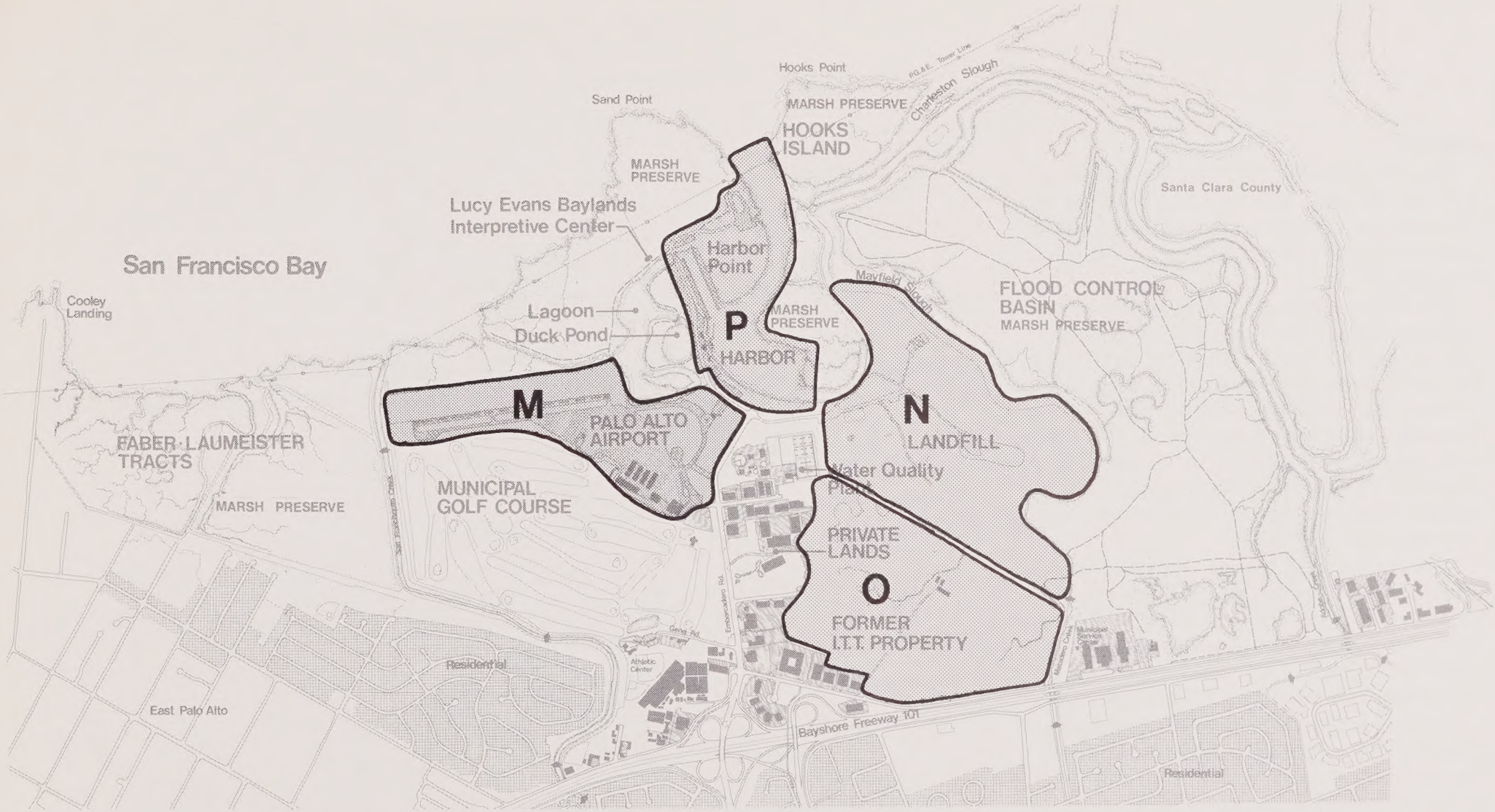
Master Plan Concept —
Interim Land Use



Master Plan Concept —
Forecast Land Use

PASTORAL PARK

DRAWING BY: MARK PECHENIK



Legend

- M PALO ALTO AIRPORT
- N LANDFILL
- O FORMER I.T.T. PROPERTY
- P HARBOR

AREAS OF SIGNIFICANT RECOMMENDATIONS

M. AIRPORT

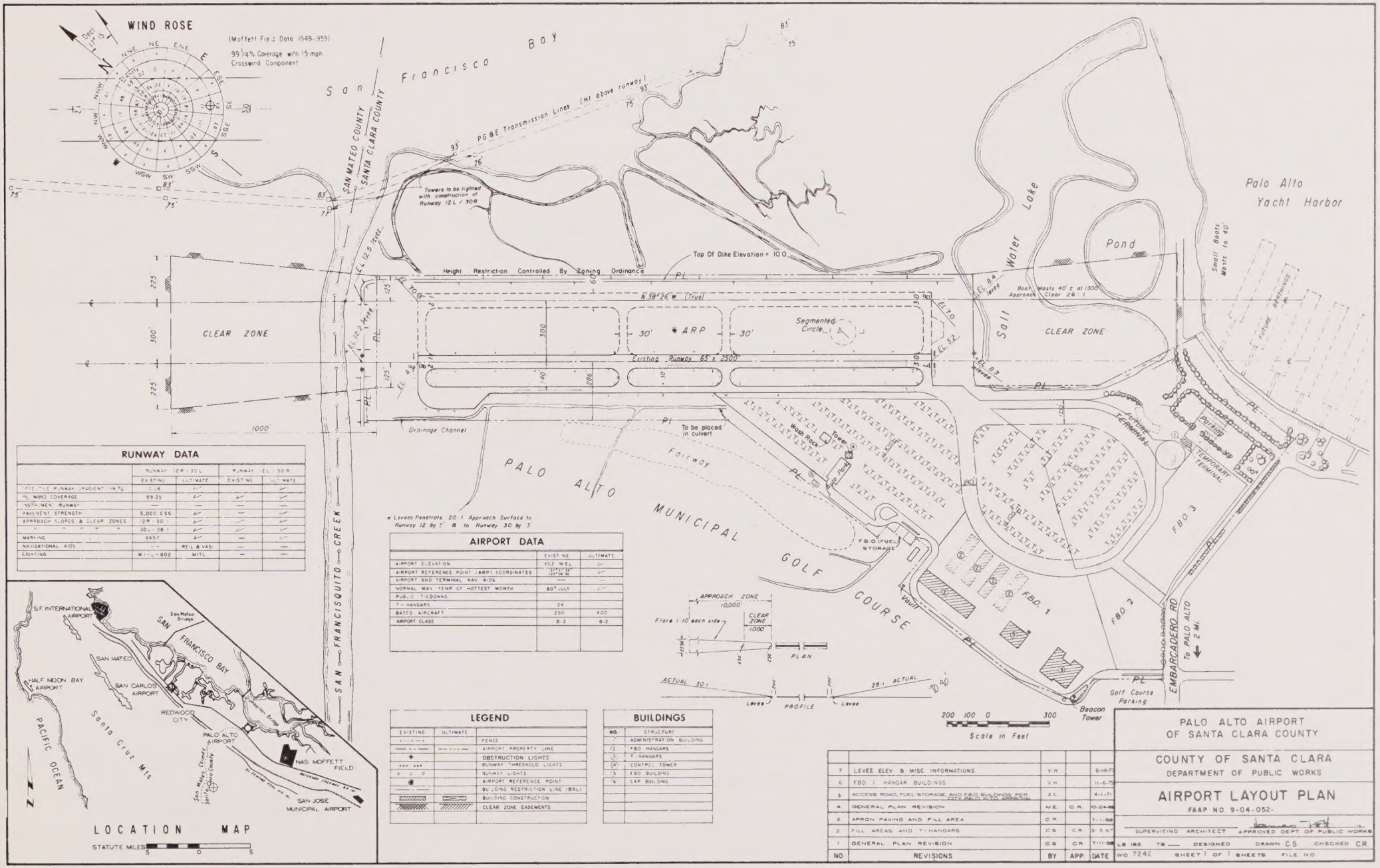
The Palo Alto Airport, base for more than 370 aircraft, will stay much the way it is. No changes in airport activities are planned that would take over a significant amount of the airport.

The second runway, provided for in the Airport Master Plan, will not be built because it would present a safety hazard and be detrimental to the environment. The runway pad will be planted with native grasses and left as open space. The City has leased the airport to Santa Clara County until 2017, so the City will have to renegotiate the lease to exclude the planned second runway.

Military training flights, charter flights, and general aviation, which is mostly private aircraft, made about 216,000 flights from the Palo Alto Airport between Sept. 1976 and Sept. 1977, and this total is expected to remain about the same.

The airport will have two Fixed Base Operators, service areas for aircraft, when the second one is constructed, but the third FBO will not be built.

A strip of plants and shrubs much like those now growing at the airport and at the Regional Water Quality Control Plant across the road will be put in at the airport from its entrance east along Embarcadero Road to its intersection with the shoreline road.



* Levees Penetrate 20:1 Approach Surface to Runway 12 by 5' & to Runway 30 by 3'

RUNWAY DATA

	RUNWAY 12R - 30L		RUNWAY 12L - 30R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE RUNWAY GRADIENT IN %	0.18	//	//	//
% WIND COVERAGE	99.25	//	//	//
WIDTH OF RUNWAY	—	—	—	—
PAVEMENT STRENGTH	5,000 GSG	//	—	//
APPROACH SLOPES & CLEAR ZONES	12R - 30L	//	//	//
" " " "	30L - 12R	//	//	//
MARKING	BASIC	//	—	//
NAVIGATIONAL AIDS	—	REIL & VASI	—	—
LIGHTING	MIRL - BOZ	MITL	—	—

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	43.2' MSL	//
AIRPORT REFERENCE POINT (ARP) COORDINATES	37°27'32" 122°06'56"	//
AIRPORT AND TERMINAL NAV. AIDS	—	//
NORMAL MAX. TEMP OF HOTTEST MONTH	80° JULY	//
PUBLIC TIEDOWNS		
T - HANGARS	24	
BASED AIRCRAFT	250	400
AIRPORT CLASS	B-2	B-2

LEGEND

EXISTING	ULTIMATE	
		FENCE
		AIRPORT PROPERTY LINE
		OBSTRUCTION LIGHTS
		RUNWAY THRESHOLD LIGHTS
		RUNWAY LIGHTS
		AIRPORT REFERENCE POINT
		BUILDING RESTRICTION LINE (BRL)
		BUILDING CONSTRUCTION
		CLEAR ZONE EASEMENTS

BUILDINGS

NO.	STRUCTURE
1	ADMINISTRATION BUILDING
(2)	FBO HANGARS
(3)	T-HANGARS
(4)	CONTROL TOWER
(5)	FBO BUILDING
(6)	CAP BUILDING

NO.	REVISIONS	BY	APP	DATE
7	LEVEE ELEV. & MISC. INFORMATIONS	V.H		6-14-72
6	FBO 1 HANGAR BUILDINGS	V.H		11-6-75
5	ACCESS ROAD, FUEL STORAGE, AND FBO BUILDINGS PER CITY PALO ALTO APPROVAL	J.L		4-1-71
4	GENERAL PLAN REVISION	M.E.	C.R.	10-24-66
3	APRON PAVING AND FILL AREA	C.H		7-1-66
2	FILL AREAS AND T-HANGARS	C.S	C.R	3-5-62
1	GENERAL PLAN REVISION	C.S	C.R	7-11-60

PALO ALTO AIRPORT
OF SANTA CLARA COUNTY

COUNTY OF SANTA CLARA
DEPARTMENT OF PUBLIC WORKS

AIRPORT LAYOUT PLAN

FAAP NO 9-04-052-

SUPERVISING ARCHITECT — APPROVED DEPT OF PUBLIC WORKS

LS 182 TS — DESIGNED — DRAWN C.S CHECKED C.R

WO 7242 SHEET 1 OF 1 SHEETS FILE NO

N. LANDFILL/PASTORAL PARK

The conversion of the barren, ugly landfill into a rolling pastoral park is one of the major changes for the Baylands.

Seeing that the landfill ultimately becomes an environmental asset and a continuation of the natural open space is one of the most important aspects of the overall environmental quality plan for the Baylands.

The 146-acre Refuse Disposal Area landfill, characterized by dust, blowing litter, crowds of scavenging gulls, and an unmistakable smell, rises to as much as 30 feet. It is bordered on three sides by flat tidal marshland.

About 100,000 tons of solid waste are dumped there every year in a modified sanitary landfill operation that accepts nontoxic decomposable rubbish and inert solids which will not decompose.

All of the site has been filled except for about 10 acres of marshland near the remnant of the Mayfield Slough. This is being saved for possible rehabilitation.

Interim Plan: The landfill will be closed as soon as possible and no later than 15 to 20 years. The closure time depends on the development of affordable alternate ways to dispose of waste and to recover materials.

In order to close the landfill, the City must meet the requirements of the Regional Water Quality Control Board.

These requirements protect the surrounding water from contamination by gases from the landfill and by harmful landfill material that could be carried by rainwater from the land surface through the landfill underneath and then into the Bay water.

At least one foot of impermeable material, material that does not allow water to pass through it, must be placed on top of the landfill. At least two feet of topsoil must go on top of that. The land surface can't be flatter than a three percent slope so that water will drain away and not stand in puddles.

Refuse will be placed in the landfill in the contoured forms that will create the hill-and-valley effect of the pastoral park.

The 15-to-20-year closure plan calls for the use of both imported and dredged materials. It provides for a park and meets RWQCB requirements.

Palo Alto will keep the landfill and the yacht harbor open for up to 15 to 20 years under this plan and will construct dewatering ponds on the former ITT property. There is a direct technical and economic connection between harbor dredging and landfill coverage.

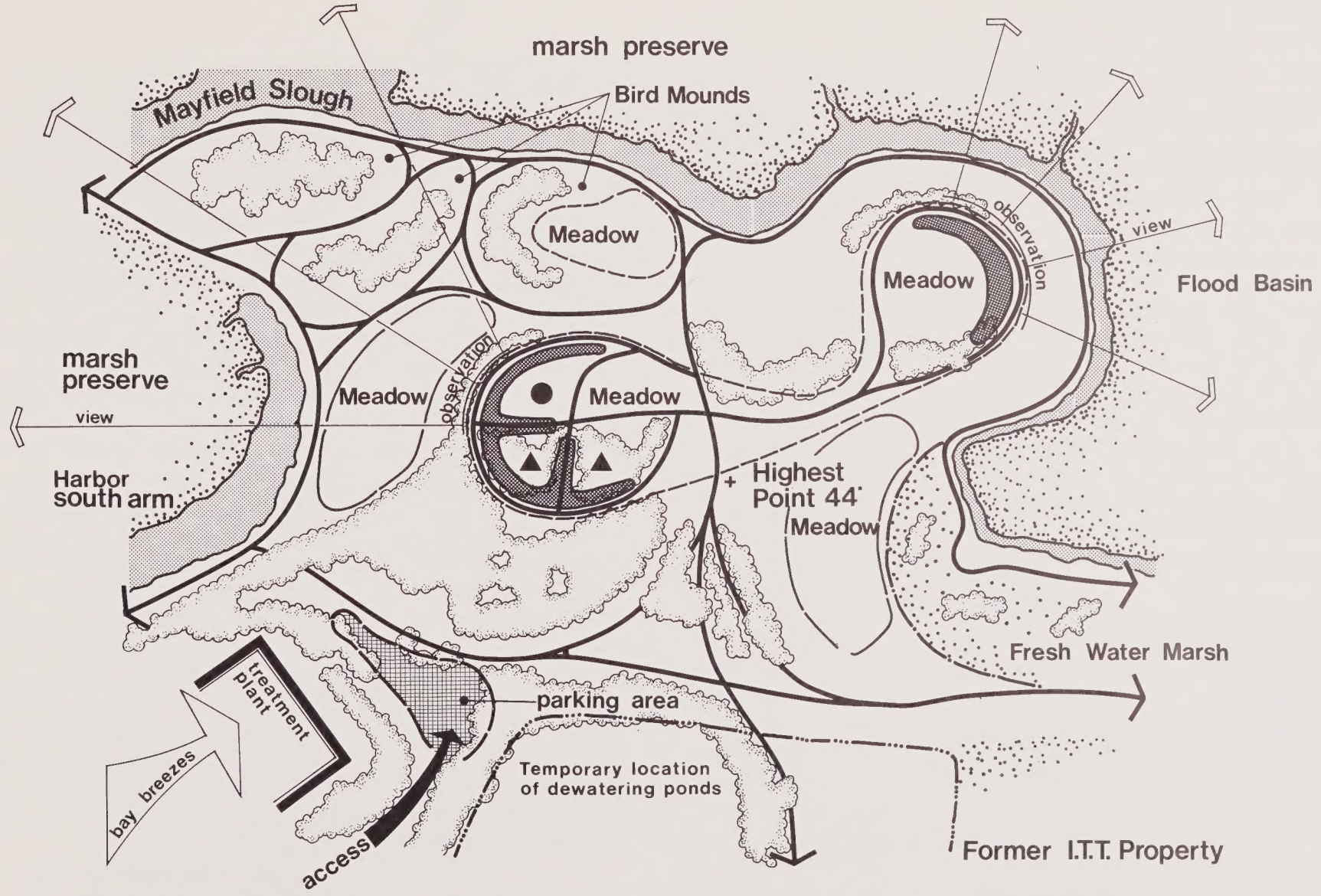
As portions of the pastoral park are finished, they will be opened as parkland.

Manufacturing cover material for the landfill will put interim plans into effect for the harbor and the former ITT property as spoils are dredged and processed in the dewatering ponds.

Forecast Plan: When the landfill is completed, it will create a park with hills and valleys that will blend with the textures and colors of the surrounding marshlands.

The park will be the main high-ground landmark in the flatness of the Baylands.

The hills, the highest of which will be 44 feet, will allow visitors to enjoy panoramic views of the marsh, South Bay, and wildlife. Two upland meadow valleys will protect visitors from stiff Bay winds and will be ideal for passive recreation. The valleys will screen unattractive views with plantings and sculptured earth forms.



LEGEND

- Vegetation
- Pedestrian / Bike Circulation & Drainage Swales
- Earth Forms
  - enclose space
  - protect from wind
- Environmental Sculpture Garden
- Picnic Areas

Pastoral Park
Conceptual Diagram

no scale

O. FORMER ITT PROPERTY

This 154 acres of diked marshland was sold to the City by the International Telephone and Telegraph Company in 1977.

The former ITT property, the landfill, and the harbor are the core of the Baylands.

These three core areas are linked because the dredged mud from the harbor will be made into impermeable earth and topsoil in the dewatering ponds on the ITT property and will be used to make the landfill into a pastoral park.

The future of the former ITT property goes beyond conservation into rehabilitation, and fits perfectly with the overall goal of the Baylands Master Plan—to preserve and enhance unique and irreplaceable resources.

This marshland is flat and low, just about at sea level. It is not as productive now as it could be because the water environment has been disrupted by the diking.

However, when the winter rains are heavy, ponds form. These ponds give feeding and nesting habitat for gulls, ducks, and shorebirds.

Burrowing owls, rodents, jack rabbits, and ground squirrels nest there during the dry season. Birds of prey, pheasants, and mourning doves also visit the site then.

ITT will control 37 acres in the central part of the property for 20 to 25 years. This section is a condensed antenna field and must be maintained because the Federal Communications Commission has ruled that the antennas are an essential communications link to ships at sea which still don't have satellite communications equipment.

Interim Plan: Three dewatering ponds to be located in a 30-acre parcel in the northwest corner of the property will process the spoils dredged from the yacht harbor.

Most of the rest of the site will be left the way it is until the dewatering ponds close, after they have processed enough spoils to place a layer of impermeable earth over the landfill area and to put topsoil on top of that.

When the ponds aren't being used, they will be flooded to create reflecting pools that will be attractive to animals, birds, and people.

The property outside the antenna field and dewatering pond area will be cleaned up. The angular floodwall that is proposed along Matadero Creek will be masked and softened by plantings and earth forms.

Forecast Plan: The property will be opened to the tides and again become a salt marsh after the dewatering ponds are closed and the antennas removed.

The diked marshland and antenna field will be restored to their natural states, made biologically productive again, and will become a part of Byxbee Park.

A possibility to be explored would be construction of a tide gate to open the area to partial circulation of harbor tides and to let fresh water circulate at the other end. This would make the marshland similar to the flood basin.

DEWATERING AND TOPSOIL PRODUCTION PROCESS

A 30-acre parcel in the northwest corner of the former ITT property will be converted to three dewatering ponds.

These ponds will process the dredged mud into fill or topsoil in an experimental process.

During the process, the spoils will be pumped to one pond at a time to a depth of four feet and allowed to settle for at least five days.

The water will then be drained and pumped back into the yacht harbor.

To produce topsoil, the same procedure will be followed but, before drying,organic material such as grass and leaves equal to three percent of the volume will be added to the pond along with powdered gypsum at the rate of 10 tons per acre.

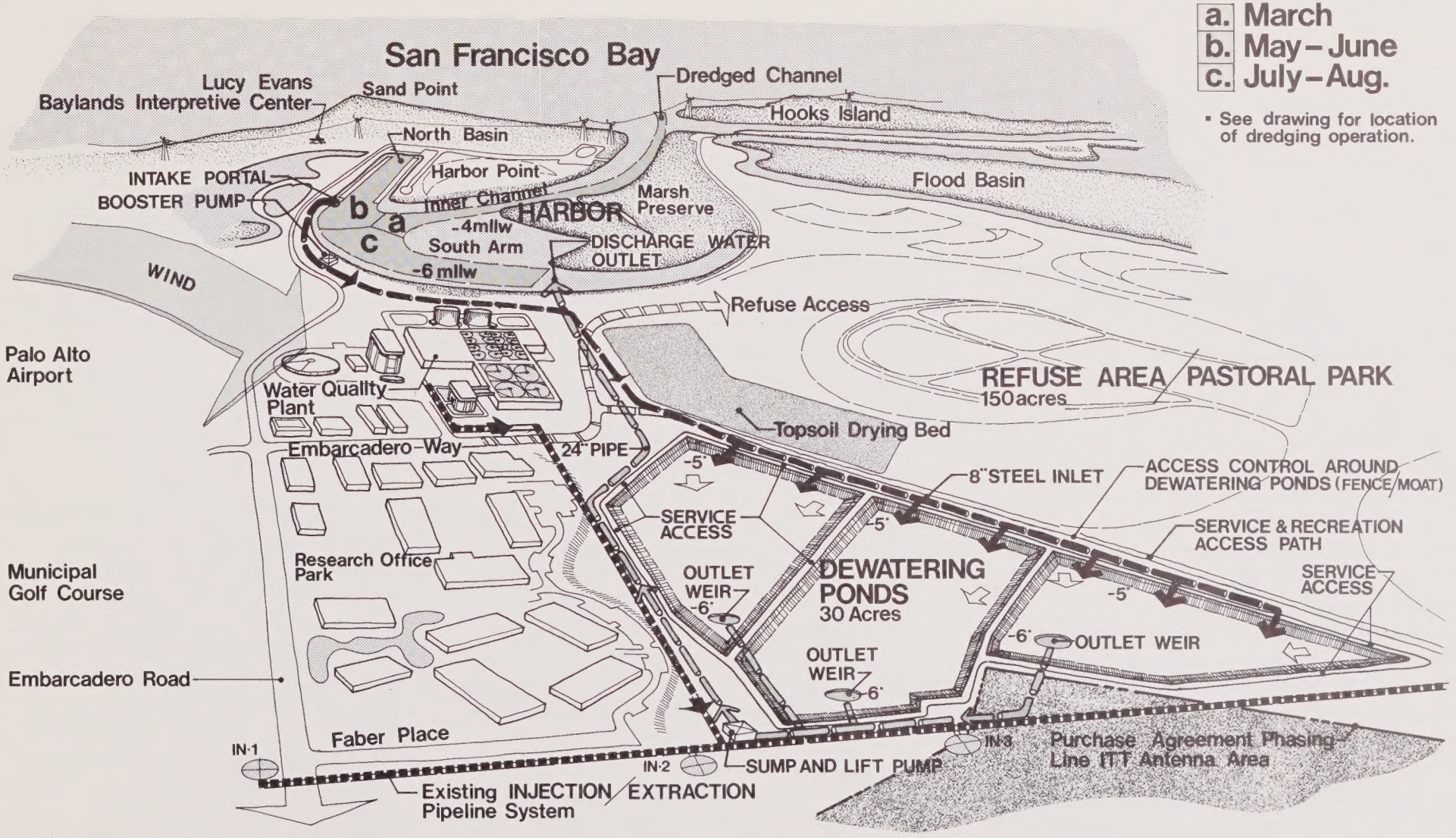
Secondarily treated waste water will be pumped from the Regional Water Quality Control Plant to the ponds to a depth of one foot below the pond's edge.

After four to six weeks, the water will be drained from the ponds and the spoils dried.

A second wash with treated waste water or fresh water may be necessary.

After that, the pond will be dried and the material used.

This process removes the sodium salts and converts the iron sulfide to sulfate, making the material useful for landscape purposes.



Note:
This drawing is interpretive in character and not to scale, see plan drawings included.

BAYLANDS SUMMARY DREDGING & DEWATERING DIAGRAM

P. YACHT HARBOR/AQUATIC PARK

The Palo Alto Yacht Harbor, created in 1928 when the course of San Francisquito Creek was dredged out where it entered Mayfield Slough, will be closed in 15 to 20 years.

The harbor has been operated by the Santa Clara County Parks and Recreation Department since 1963 under a long-term lease with the City. The County is responsible for dredging the harbor to keep it navigable for small boats berthed there.

The harbor master's office, the 109-berth harbor, a double concrete launching ramp, and various buildings are included in the harbor's facilities.

Interim Plan: The harbor will continue in operation for 15 to 20 years and will be dredged periodically.

Three separate dredgings, lasting two to three weeks each, will remove between 66,000 and 80,000 cubic yards of mud from the harbor each year.

The entrance channel will be dredged before March 15, ahead of the boating season, to keep interference with boat traffic to a minimum.

The junction of the channel and the north and south arms will be dredged from about May 18 to June 30. Boats can pass by while the dredging is going on because the channel is open enough.

The south arm and the north berthing area will be dredged from about July 18 to August 3.

The dredged mud will be pumped through a temporary floating pipe through an intake portal at the edge of the harbor. It will then pass through buried intake pipes to the dewatering ponds. At the ponds, the solids will settle out and the excess water will be pumped back to the harbor through the buried return water system. The dried spoils will then be trucked to the landfill, ready to be used or stockpiled.

A more complete description of the dewatering process is on page 16.

There are several other aspects of the harbor interim plan.

The area north of Harbor Point, which has been overgrown with Salson will be opened to tidal action and reclaimed as marshland. The area is proposed to be named Mundy Marsh, after Harriet Mundy, a tireless advocate of marsh preservation in the Baylands. A section of marsh at Harbor Point will be reclaimed as the stockpiled dredge spoil is removed.

A salt marsh demonstration garden, a collection of labelled Bay Area plants that tolerate salt, will be planted. The parking lots will be screened with earth forms so that they are not so obvious.

The building area will be cleaned up and existing areas defined more clearly. Better storage facilities will be built.

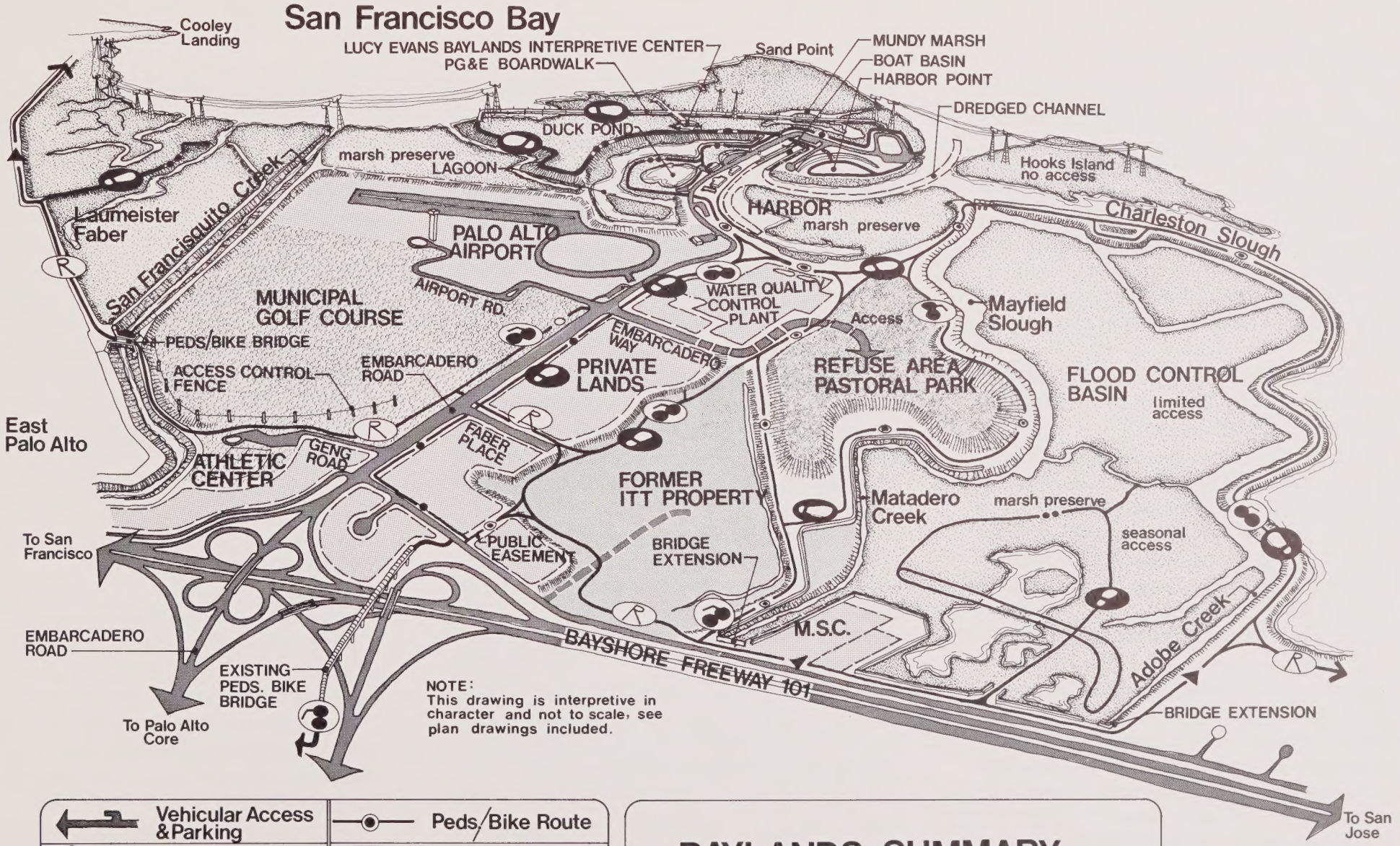
All utility poles carrying overhead lines or used as parking bumpers will be taken out, a public hoist and auxiliary equipment will be provided in the inner harbor, and an access control gate will be installed at the south end of the overpass between the harbor berthing area and the saltwater lagoon.

Forecast Plan: the yacht club and berths will be taken out along with all the buildings except for the restrooms and the harbor master's cottage, which was designated as a local Point of Historic Interest in 1969.

The harbor itself will silt up naturally when dredging stops in 15 to 20 years, and eventually revert to a relatively natural salt marsh.

The soil will some day be deep enough to hold plants, but it's not certain how long that would take. It will be quite a few years before the plants start growing in the harbor, and the south arm may never support plants unless humans intervene with a filling program that will help the harbor revert to a salt marsh much more quickly.

The filling program will use low, temporary dikes built around the harbor where they are needed. Dredging from the entrance channel or other area will be used to fill the harbor hydraulically. The City may need to dredge more than once to raise the ground high enough.



BAYLANDS SUMMARY
ACCESS & CIRCULATION

S. ACCESS AND CIRCULATION

The use of automobiles will be very limited in the Baylands. Byxbee Park visitors may drive their cars to the park, but must leave them in one of the parking lots and travel around the park on foot or on bicycles.

Embarcadero Road is the only street that leads to Byxbee Park and the rest of the Baylands. It is a four-lane divided arterial from the freeway to the airport entrance, where it becomes a two-lane road out to the Bay.

A "gateway" feeling for Byxbee Park will be created where Embarcadero and the airport access road cross.

Because the 1700-acre park is so large, 500 acres larger than Golden Gate Park in San Francisco, an internal transit system to carry people between major activity centers should be considered, especially between the future parking lot at the pastoral park and a proposed drop-off spot in front of the Nature Interpretive Center.

It is very important that public transit service be expanded to Byxbee Park, particularly because the number of visitors is sure to increase, the number of parking spaces will be reduced, and automobile circulation will be suppressed. There is no bus service to the park now.

A pedestrian promenade will connect the pastoral and aquatic parks. It will roughly follow the form of the harbor at the water's edge and will be tied into the overall system of walkways.

The present road and trail system hinges on Embarcadero Road. From Embarcadero Road, beyond the Bayshore Freeway, cars can drive about a mile and a quarter to the yacht harbor and public boat ramp. There are six parking lots that serve the heliport, yacht harbor, duck pond, Nature Interpretive Center, and boat ramp.

All the streets beyond the freeway frontage road intersection with Embarcadero Road are dead-end streets.

There are now bikeways only along East Bayshore Road, at the frontage road between the Baylands and the Bayshore Freeway, and Embarcadero Road. Pedestrian routes follow the bikeways but extend beyond them.

There is a pedestrian-bicycle overpass over Bayshore Freeway south of the Embarcadero Road off-ramp which connects indirectly with a pedestrian-bicycle path through the urbanized area to the former ITT property.

Walking paths follow the main levees around the duck pond and lagoon, north to the shore of the Bay, and south from the yacht harbor around the flood basin.

This system connects with the Mountain View regional path system to the south and should be connected to the north, along San Francisquito Creek to the levee between East Palo Alto and the Faber-Laumeister tracts.

A boardwalk with railings runs east from the Nature Interpretive Center to the shore of the Bay, crossing the PG&E service boardwalk.

Access and Circulation Plan: This plan for the Baylands includes the regional trail system as well as transit, parking, and bicycle facilities at the yacht harbor, along the Embarcadero corridor and Embarcadero Road, and on the former ITT property.

The harbor's interim plan for access and circulation includes a circulation plan for the north basin parking lot which includes a transit stop and turnaround. This plan will improve the lot's function and its appearance.

The parking lot at the end of the north berthing area will be lowered to the height of the road when it is resurfaced.

Safe pedestrian and bicycle access will be provided around and through the harbor from the end of Embarcadero Road to the Nature Interpretive Center.

Separate pedestrian, bicycle, and vehicle routes will be planned for, and these routes will be on land except where it is necessary to span sensitive water areas and to connect them with existing systems.

The harbor's forecast plan's policies are to encourage only limited automobile access and make it easier for people to use transit systems.

The former ITT property's interim and forecast plans for access and circulation are the same. They advocate consolidating access roads for levee maintenance and those that lead to the dewatering ponds, antenna field, and injection wells, and allowing only maintenance workers to

use vehicles on them. These roads, however, would be open to pedestrians and bicyclists.

Access to the regional trail system from the pedestrian bridge over Bayshore Freeway will be arranged, as well as access from the public easement to Byxbee Park along the south side parallel to the urbanized area. Access along Matadero Creek will be maintained.

The landfill service road on the north side of the Regional Water Quality Control Plant will be taken out and rerouted. Embarcadero Way will be extended from its present end to the landfill, leading to parking lots near the recreational area.

Transit destination points should be considered and connected to present pedestrian and bike systems and to new systems as they are built.

About 100 more parking spaces that blend unobtrusively into the Baylands will be added to service the park.

Separate pedestrian and bicycle paths along Embarcadero Road will be built, away from vehicle traffic wherever possible. The current bike path will be connected to the regional trail system.

Landscaping, pavement, and signs will be installed to improve the public easement between the industrial and research area on the north side of the frontage road. The signs will be part of a total system.

Utility lines will be run underground when Embarcadero Road is rebuilt and narrowed from four lanes to two lanes from the intersection of the Airport Road to the Shoreline Roàd.

The excess right-of-way will be used for trails and landscaping. Adequate turning lanes will be built, but no parking spaces will be added.

Safe bicycle storage will be provided in Baylands, and the present nature trails will be improved, protected, and maintained.

Four improvements will be made to the regional bike trail route that will create a continuous off-road bike path system from Mountain View to Cooley Landing.

They are a paved bike path, an extension of the bridge at Adobe Creek and Matadero Creek, a pedestrian-bike bridge over San Francisquito Creek, and an access control fence along the north side of the golf course.

The City of Palo Alto's long-term investment in management, planned improvement, and controlled growth balances ecological preservation with continued commercial and recreational land use in the Baylands.

The investment, described in the Baylands Master Plan, will create a pastoral park where there was a barren ugly,landfill.

It will also create an aquatic park and slow airport growth significantly.

It will unify the Baylands, providing a comprehensive guide for future proposals and development.

RECOMMENDATION REPORT
For the Baylands Master Plan & E.I.R.
November 1976

- **E.I.P. ENVIRONMENTAL IMPACT PLANNING CORPORATION**
  Environmental Assessment
  Hans Feibush and Russ Faure-Brac, principals
- **GARRETT ECKBO AND ASSOCIATES**
  Planning and Design
  Garrett Eckbo and Ken Kay, principals

BAYLANDS MASTER PLAN & E.I.R.
May 1978

- **E.I.P. ENVIRONMENTAL IMPACT PLANNING CORPORATION**
  Environmental Assessment
  Russ Faure-Brac, Project Manager
- **STUDIO KAY**
  Master Plan and Graphics
  Ken Kay and Garrett Eckbo, principals
- **COOPER • CLARK ASSOCIATES**
  Engineering
  Bob Cooper, principal
  Mark Young, project manager

SUMMARY REPORT
April 1979

- **ECKBO • KAY ASSOCIATES**
  Design and Graphics
  Ken Kay, principal
- **JAN FORD**
  Writer and Editor — 4 stars at that!

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- Frank J. Rack Vice Chairman
- Peter F. Carpenter
- Mary Gordon
- William E. Green
- Jay W. Mitchell
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- Roy L. Clay Vice Mayor
- John V. Beahrs
- John J. Berwald
- Scott T. Carey
- Kirke W. Comstock
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- Byron D. Sher
- Anne R. Witherspoon

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- Francis Hallam Brenner Vice Mayor
- Scott T. Carey
- Roy L. Clay
- Fred F. Eyerly
- Gary P. Fazzino
- Ellen Fletcher
- Alan Henderson
- Anne R. Witherspoon

1978 — 1979
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- Alan Henderson Vice Mayor
- Byron D. Sher
- Francis Hallam Brenner
- Roy L. Clay
- Fred F. Eyerly
- Gary P. Fazzino
- Ellen Fletcher
- Anne R. Witherspoon

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- Jim Hunter, Transportation

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- Linda Fox and Ted Chandik vegetation and wildlife maps

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- Helen Proctor, Plant Specialist

photographs
Clayton Thorpe

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